

AMENDMENTS TO THE CLAIMS

1. (currently amended) An engine comprising :
 - a body that includes a cylinder block and a crankcase,
 - a hole formed in the engine body and communicating at its lower end with the crankcase,
 - a cap for closing the mouth of the hole, and
 - a dipstick depending from the underside of the cap which reaches through the hole into the crankcase in order to enable the oil level within the crankcase to be determined, and characterized in that :
 - the engine body is formed of a cylinder block and a separate cast oil sump secured to the cylinder block, the hole for the dipstick being formed in the oil sump casting with an overhanging lip adjacent the mouth of the hole formed by a part of the cylinder block that projects laterally beyond the oil sump, and
 - the cap comprises a spigot rotatably received in the mouth of the hole and a flange extending radially outwards from the spigot to cover the mouth of the hole, the flange being non-circular so that by rotation of the cap relative to the hole, a radially projecting portion of the edge of the flange may be selectively engaged beneath the overhanging lip to prevent axial displacement of the cap and the dipstick relative to the engine body.

2. (canceled)

3. (original) An engine according to claim 1, characterized in that :
- the engine body is formed of a cylinder block and a separate cast oil sump secured to the cylinder block,
 - the hole for the dipstick is formed in the oil sump casting, and
 - the overhanging lip is formed by a part of a gasket disposed between the cylinder block and the oil sump that projects laterally beyond the oil sump.
4. (original) An engine according to claim 3, characterized in that :
- the spigot is cylindrical and has an outer diameter slightly smaller than that of the hole,
 - an annular groove is formed in the outer surface of the spigot, and
 - an O-ring is fitted within the annular groove to effect a seal between the cap and the hole.
5. (original) An engine according to claim 4, characterized in that the dipstick is formed integrally with the cap.
6. (original) An engine according to claim 5, characterized in that the dipstick and cap are formed as a single plastics injection moulded part.

7. (original) An engine according to claim 6, characterized in that the spigot that is inserted into the mouth of the hole is formed with radially deflectable gripping claws that resiliently and frictionally engage the surface of the hole to retain the spigot within the hole.

8. (original) An engine according to claim 7, characterized in that the upper surface of the radially projecting portion of the edge of the flange comprises a cam that tightens the engagement under the overhanging lip as the cap is turned.